

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 30th July.

INTERESTING FARMING EXPERIMENT.

When a few years ago Mr. José Ribeiro, a well-known and much respected citizen, acquired a large plot of land on the outskirts of the city, then in its pristine condition, who would have said that it was but the initial step of a private scheme for the establishment of a farm on a thoroughly modern and scientific line? Yet so it proved to be, and the latent spirit of enterprise of the Macanese was not slow to assert itself when the prospects of success became seemingly hopeful. Soon the land that lay fallow for many decades under its former ownership was taken in hand, and before many months had elapsed the thick undergrowth of shrubbery within the boundaries of the land had been removed and worthless trees felled and converted into firewood. Then the work of laying the land out for the purpose for which it was acquired began in earnest, and with businesslike despatch the buildings were erected and with like expedition completed. They consist of a large cowhouse of brick with tiled roof, capable of housing a large number of animals, with a miniature segregation camp; a piggery, an extensive poultry-yard fenced in by wire netting after the most approved style, gardeners' and caretakers' cottages with out-houses; and lastly, though not the least feature of the improvements, a cozy little bungalow designed for its enterprising owner's summer afternoon retreat. When all these improvements have been taken within the purview of an even uninitiated visitor in the art of farming, it must strike him, as it did our correspondent, that a considerable outlay must have been made in furtherance of a prospective remunerative industry. The business instinct animated the scheme, for in a short time some fine heads of Australian cattle occupied their places in the stalls set apart for them. They were placed under the immediate supervision of three Europeans assisted by a staff of Chinese. Swine from Australia and Portugal also found their places in the neat little sties, and rare specimens of European fowls, not to speak of the ordinary Chinese hens, and turkeys strutted about the yards. Altogether the place presented quite a picturesque scene of farm life. It was pleasing to see the energies of at least one of the sons of the soil turned in a new direction in a land where Nature bountifully provided the remunerative means for productive farming enterprise. But, alas! Fate ordained otherwise with Mr. José Ribeiro. Just as he was beginning to reap the harvest of his honest labour, a severe epidemic of cattle plague that proved so disastrous to cattle breeders in the two Kwang provinces and which visited your Colony also, to the loss of the Dairy Farm Co., as will be remembered, made its presence felt even in this isolated spot, the subject of the present article. Such was the virulence of the epidemic that before any preventive measures could be taken to segregate the healthy from the infected animals, all the most valuable heads had been attacked and a fine and costly herd of Colonial cows was lost to its enterprising owner—lost save a couple of country-breds. Such a discouraging disaster would have sufficed to thwart the best efforts for future success; but nothing daunted, Mr. Ribeiro has tenaciously held to his pet scheme. This time he has adopted a rather different and, shall we say, a more cautious, plan. Instead of importing, as he did on the first occasion, full grown milch cows, a pretty lot of Queensland calves has been substituted. So far the experiment of acclimatizing the little family of "Colonials" has proved successful beyond Mr. Ribeiro's most sanguine expectations. The calves have grown to a good size and look in the very pink of condition, and if they continue the splendid progress of growth they have thus far attained, it is not too much to expect that the owner will be rewarded for the heavy losses he has sustained through all the long years of persevering and waiting before his second attempt yields its fruit of success. Looking at this success, which is within measurable distance of a purely private venture, it is of little or no concern to the public at large. But regarding the farm as an important source whence good and cheap milk can be obtained for dietary purposes, it is not for luxury alone, our citizens are sure to hail its success. Your correspondent writes from experience that a cow need will be supplied when this model little farm yields its produce with the regularity it is expected to do under normal conditions.

A NEW FARMING SCHEME.

A petition was presented to the Governor last month by Henry Davidson Wolfe and Porphyrio Nolasco da Silva, praying that the privilege of lighting the city by electricity might be exclusively granted to them for certain considerations. The same petition asked by the petitioners are so extensive in their nature, and the conditions by which the proposed contract is hedged in, are so unfavorable to the colony, that the services they undertake to establish cannot be considered as sufficiently compensating. When it is proposed to locate and supply fifty pre-lights of 2,000 c.p. and two hundred incandescent lamps of 15 c.p. it may be pertinently asked if the concessionaires in their undertaking to furnish a service of the most modern type for the purpose of generating electricity and afford the best possible lighting, can reasonably hope to light the whole city adequately. It is safe to say that Macao as at present efficiently lighted considering the nature and extent of its limited traffic. Combined with satisfactory moderate cost of the present system, should in itself render any change wholly undesirable. In the Municipal budget recently published the cost of public lighting is set down at \$9,829.76 for the year 1901-2 and the contract has been let to one Cheong Pak. In the event of any change being contemplated during the currency of the contract, it can be terminated on three months notice being given to the contractor. Messrs. Wolfe

and Silva's petition was transmitted by the Governor to the Municipal Council for their consideration, and they will be well advised if they recommend its rejection in the interest of the colony. If the Treasury has any money to spare, let it be utilized to the further improvement of existing and the initiation of new public works having for their object the promotion of commerce and public health. In the present state of Macao's internal condition the lighting of the city is, as already stated, as creditable as can be expected.

A SUCCESSFUL THEATRICAL SHOW.

On the 20th instant a very successful performance, got up by the non-commissioned officers of the Garrison and of the Expeditionary Force, was held at the Theatro D. Pedro V. kindly lent by the Committee for the occasion. The performance was held in aid of the O. plans under the charge of the Italian Sisters of Charity. It was very largely attended, among those present being His Excellency the Governor and the *élite* of Macao. The proceeds of the performance were sold a sum of over \$400 gross was collected. This speaks much for the charitable disposition of a small community in a colony of such slender means.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

BATHS FOR CHINESE WOMEN.

TO THE EDITOR OF THE "DAILY PRESS."

31st July.

SIR,—I see in H.E. the Governor's letter to the Secretary of State, published in your paper of this date, that he proposes one or two bath-houses for the use of the Chinese working women. May I suggest that, in lieu of the ordinary bathhouse, a ground-floor of a Chinese house be rented in the required locality and fitted up for their use, as a bath-house. By doing this the Chinese ideas of privacy would be respected, and I am sure if this is carried out, the Chinese working women in large numbers would make use of such a place.

Thanking you in anticipation for inserting the above.—Yours, etc., S.

THE CITY HALL—A PARSEE ACKNOWLEDGMENT.

TO THE EDITOR OF THE "DAILY PRESS."

31st July.

SIR,—Early last month when the late D. S. Gola of the City Hall died of plague, some reckless statements were made in the papers wherein discredit was sought to be thrown on the City Hall Committee and on the local Parsee leaders, but they were then and there refuted by Mr. Bowley and others. The matter has now been taken up by the *Rail Gazette*, an influential Anglo-Parsee weekly of Bombay, in its issue of the 7th inst., incidentally the exact date of Mr. Bowley's refutation the previous month, and the writer being a Parsee penetrates through the whole affair as affecting the Parsees, absolves them from what might otherwise be a charge of base ingratitude, and attributes such irresponsible writings to animus and bad taste. The Bombay writer will rejoice and be grateful when he reads this and knows that, thanks to the prompt sympathy and initiative of the popular President of the local Parsee community, Mr. H. N. Moly, and the cheerful response of the courteous Secretary and his Committee, the family of the deceased Parsee have been voted a handsome gratuity, for which act of appreciation the Committee and the Secretary deserve the best thanks of those immediately concerned.

A PARSEE

THE GOVERNMENT AND THE PETITION.

We continue our extracts from the blue-book *Correspondence regarding the Sanitary condition of Hongkong and Memorandum on Petition dated 25th June, 1901*. The following is the letter of H.E. the Governor forwarding the Petition to the Secretary of State for the Colonies:

Government House, Hongkong, 18th July, 1901.

SIR,—I have the honor to forward a Memorial handed to the Colonial Secretary on the 11th instant to which over 1,000 signatures are appended.

2. As certain statements in the Memorial require examination I have requested the Colonial Secretary, the Director of Public Works, and the Captain Superintendent of Police to look into the matter and report. I shall forward their report for your information. In the meantime the Memorial, which I had not seen before writing my despatch No. 244 of the 5th instant, supports my statement as to the public anxiety that an expert report should be obtained upon the general question of the sanitation of the colony.

I have the honor to be, Sir, Your most obedient, humble servant, HENRY A. BLAKE, Governor, &c.

The Right Honourable JOSEPH CHAMBERLAIN, M.P., &c., &c., &c.

There follows the letter of the 18th ult. from the Colonial Secretary to the Chamber of Commerce:

Colonial Secretary's Office, Hongkong, 18th July, 1901.

SIR,—In continuation of my letter of the 6th instant, and in pursuance of the statement made in paragraph 2 thereof, viz., that directions have been given that a full report as to the action taken by this Government since 1882 in connection with sanitation should be prepared and made public, I am now directed by His Excellency the Governor to forward to the information of your Committee the stated two reports, one by H.E. the Governor, Captain Superintendent of Police, on the Sanitary legislation, and the other by the Honourable W. Chatham, Acting Director of Public Works, on the Public Works carried out in pursuance of sanitary measures.

3. However, much reliance is to be placed in the mention of a large mass of facts as to the incidence of disease is being accumulated, that may assist the Expert, for whose services application has been made, in his investigation into the Sanitary condition of Hongkong.

I have the honor to be, Sir, Your most obedient servant, J. H. STEWART LOCKHART, Colonial Secretary.

THE SECRETARY, Chamber of Commerce.

The following is the Governor's letter of the 18th ult., with which H.E. forwarded the Memorandum drawn up by the Colonial Secretary, the Acting Director of Public Works, and the Captain Superintendent of Police on the various statements in the Petition:

Government House, Hongkong, 18th July, 1901.

SIR,—I have the honor in reference to my despatch No. 254 of the 13th instant, to forward for your information the Memorandum drawn up by the Colonial Secretary, the Acting Director of Public Works, and the Captain Superintendent of Police on the various statements in the Petition.

2. I fear that the signatories to the Petition were not acquainted with the facts and that it was largely signed on the simple issue that the sanitation of the town required thorough examination by an Expert of eminence. I observe that some of the signatures are those of aliens. The few Chinese whose signatures were obtained are, I am informed, men of small consideration among the Chinese community, but, apart from this, the Petition is infamously signed.

3. The Memorandum shows that the Government has not been negligent. It appears that the Sanitary Ordinances introduced since the year 1887 are enforced by the Government against the opposition of the Unofficials, and that during the past 18 years the sum of \$1,748,522 has been spent in works of Sanitation.

4. Still the fact remains that the expenditure of this money has had apparently no effect upon the recurrence or severity of Bubonic Plague, a disease as mysterious and as fatal now as it was in 1894.

5. In my despatch No. 244 of the 5th instant, I mentioned the experiments thoroughly discrediting a small district. That district took place on the 21st and 22nd of last June. I regret to find that in the short time that has since elapsed, and with a rapidly decreasing plague return, there have been reported eight cases from this small disinfected area. This does not promise much hope of success from the extensive and expensive experiment of disinfecting the entire town next Spring suggested by me. We might possibly reduce the death rate by preventing an epidemic of this plague, no nearer to a solution of this terrible difficulty.

I have the honor to be, Sir, Your most obedient servant, HENRY A. BLAKE, Governor, &c.

THE RIGHT HONOURABLE JOSEPH CHAMBERLAIN, M.P., &c., &c., &c.

POLICE COURT.

Wednesday, 31st July.

BEFORE MR. HAZELAND.

INTIMIDATION AND ASSAULT.

Wong Cheong, master of Ting Lee shop, contractors, 65 Hollywood Road, charged another Chinese contractor named Yuen Kiu with using threats of violence, and thereby preventing the employees of Ting Lee shop from carrying on their lawful trade.

Mr. Golding (for Messrs. Deacon and Hastings) appeared for complainant and Mr. Pontifex (for Messrs. Johnson, Stokes and Master) for the defence.

From the evidence it appeared that Wong Cheong was given a written contract for twenty-four houses for Mr. Bellios in Second and Third Streets, after two contractors had taken up the work and run away. First defendant, one of the contractors who had absconded, returned, and tried to buy back the contract. The sum asked for being too high in his estimation, negotiations were broken off, and then he attempted to stop the work by intimidating the coolies employed by complainant.

This was the case for the prosecution.

First witness called was Wong Cheong, who stated that he remembered Mr. Bellios having twenty-four houses built in Second and Third Streets. First defendant was the first contractor employed. He ran away. The work was then given to one Kem Cheong who also absconded. Kwan Cheong had been surety for the latter. When Kwan Cheong absconded, Kwan Cheong, his surety, turned the work over to complainant. He went ahead with the work on 22nd July. He was in his shop when he received word that first defendant had returned to the building then in progress of erection and chased the workmen away, and that second defendant had kicked his fork.

At this stage Mr. Pontifex objected to complainant giving further evidence, as what followed he only knew from hearsay.

By Mr. Pontifex—I was in my shop on the morning of 22nd July. I only knew what happened on that day from hearsay. I heard there had been a row at the new building. I heard second defendant knocked my fork down. I did not see of first defendant striking anyone. I had an agreement with Yuen Kiu. I did not tell my solicitor first defendant made overtures to me. I told the police inspector second defendant took part in the fray, and struck my fork. It happened about 11 a.m.

The next witness called was the Chinese watchman of the buildings in progress of erection. He stated that on the date in question the workmen were engaged until about 10 a.m., when ten odd men entered the building, told them to stop work and go away. He did not know any of the ten men. He did not see any one struck, but was told that the ten men beat the workmen.

Several other witnesses were examined, among them Inspector Baker. All the evidence went to show that first defendant did intimidate complainant's workmen, but there was not sufficient evidence to convict second defendant of assault.

First defendant was bound over to keep the peace for six months under \$200 bond, and second defendant was discharged.

A Chinese constable was charged in connection with the above case with having kicked a fork of the complainant in the ribs.

INSISTING ON FIGHTING.

Emil Johansen and Bernard Berg, two Norwegian seamen, succeeded in raising quite a disturbance at the Sailors' Home on Tuesday night. The former was charged with fighting, creating a disturbance and damaging property to the extent of \$1.50; the latter with fighting and insulting the Superintendent of the Home.

They were fined \$5 or fourteen days each.

RECKLESS DRIVING.

Inspector Baker charged Chan Hin Cheung and Choi Wai with reckless driving through the streets of this colony, to the common danger of the public.

They were fined \$5 or fourteen days each.

EXPOSURE M. KEMP.

Inspector Collet brought Chan Sam before his Worship for first theft of lumber, secondly, assaulting a police constable in the execution of his duty.

Accused was carrying a ready-out and trimmed plank along Magazine Gap Road early yesterday morning, when he met Chinese P.O. 512, who wanted to know where he got the timber from. Chan Sam volunteered to show the place, but the two had not proceeded twenty paces before accused turned and attacked the constable. During the struggle that ensued the former hit his captor in the left forearm, right biceps, right shoulder and right breast. Notwithstanding all this, the *lukong* mastered his man, and brought him to the station.

The plank was found to belong to Mr. Turner's building now in progress of completion.

Accused got one month's hard labour for the theft, and a fine of \$25 or six weeks for the assault on the *lukong*.

TEBRAU PLANTING COMPANY, LIMITED.

The following is the report laid before Tuesday's meeting of the above Company:

Gentlemen,—We beg to lay before you our balance-sheet for the year ending 30th April last. We also annex the report of our Estate Manager, Mr. Larkson.

The accounts have been audited in Singapore by Mr. Thomson, and in Hongkong by Mr. W. Hutton Potts.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th July, 1901.

Report of the Estate Manager.

The following is my report on the property for the twelve months ending 30th April.

Gambier.—The price of gambier has been high during the past twelve months, and gave us a good profit on the amount we were able to put on the market; but, as I mentioned in my report last year, the yield of our plantations has greatly fallen off owing to the age of the plants, and therefore we did not make any considerable amount of money from our sales.

Mount Austin.—I am glad to say I found the rubber trees having grown fast. The earliest planted coffee trees gave a few piculs of crop in January and we shall get a good deal more in during the next two months. The trees really have quite a good crop on them for their age, and it should come in freely at the end of this year and beginning of next. The price of coffee, however, I regret to say, continues very low, and though on all sides the opinion seems to be that it must begin to rise again before long, yet at present there is no indication of its doing so.

Rubber.—Both the paras and rambongs have also grown well, and are as large for their age as could be expected, many of them measuring fourteen inches and more in girth at three feet from the ground; but, of course, as they are only a little more than three years planted it is much too soon to think of getting any rubber from them. I shall continue to plant rubbers all over the plantation, for though they take longer than coffee to give any return, they will eventually prove a source of great profit if prices continue anywhere near their present level.

M. LARKSON.

The following are the accounts:—

BALANCE-SHEET	
For the year ending 30th April, 1901.	
Dr.	Credit.
Capital account	16,585 fully paid up shares at \$ c.
	\$5
	82,925.00
3,325 fully paid up shares at \$5	\$16,625
100 shares at \$1—500	41,125.00
	\$3,950.00
Suspense account	4,575.00
Bills payable	675.00
	\$29,200.00
Cr. ASSETS	
Property account	\$ c.
Purchase price of old Com. pany's property	39,000.00
Gambier plantations since acquired	3,261.00
	\$3,261.00
"Mount Austin" Coffee Plantation Crop	94,375.81
Rubber plantation	3,969.90
Buildings	1,186.54
Tools	218.23
Cash in Hongkong & S'nal Bank \$5,971.06	
Cash in hand	8.13
Cash with Estate Manager	65.26
Cash with General Managers	400.49
	\$5,444.47
Profit and loss account—Balance at debit	351.05
	\$39,200.00

WORKING ACCOUNT, Gambier Crop No. 4.

80th April, 1901.	
To Millburn Gambier Factory account	\$ c.
To Gambier plantations since acquired	1,758.39
To proportion of estate manager's salary for one year	144.77
	300.00
To balance—Profit	234.08
	\$3,437.24

WORKING ACCOUNT, 30th April, 1901.

By sale of Gambier from Millburn.	
	\$ c.
1st May, 1900. Coffee Crop No. 1.	\$ c.
To balance brought forward	2,752.78
To wages	5,036.05
To cartage and charges	336.47
To proportion of estate manager's salary for one year	2,501.00
	\$8,626.30

PROFIT AND LOSS ACCOUNT.

1st May, 1900.	
To amount brought forward	\$ c.
To balance from the crop	805.26
To Hongkong office charges and auditor's fees	169.05
To telegrams	3.29
To exchange	302.00
	\$1,280.60

LATEST STEAMER MOVEMENTS.

The O.P.R. steamer *Empress of India* left Vancouver on the 30th ult. p.m. for Hongkong via the usual ports of call, while the C.T.B. steamer *Tartar* arrived at Shanghai at 11 p.m. on the 28th ult., and left again at 8.30 a.m. on the 31st ult. for Hongkong, where she is due to arrive at 7 a.m. on the 3rd inst.

JOHN D. HUMPHREYS & SON, General Managers.

NORTHERN NOTES.

The following items are from the *Peking and Tientsin Times* of the 20th inst.—

Tin 4,000 has been voted for the construction of a boat for the Imperial party on the Yellow River.

Li Hung-chang is endeavouring to get the French Minister to remove the terminus of the Peking line outside the West Gate.

His Excellency has been recommended by Li Hung-chang to take over the Imperial Railways when they are handed over by the British.

Large quantities of assorted railway material have been coming to Tientsin from Port Arthur for the Luban Railway. Where they originally came from is not stated.

Gen. Mei is reported to have been attacking and to have killed several Native Christians a short distance from here. We do not know whether there is any truth in it.

Rumour has it that a much larger Russian force than originally anticipated will be stationed here. The Russian troops are at the moment still engaged with disturbances in Manchuria.

Li Hung-chang is reported to have censured four high officials for their anti-foreign conservatism. The memorial however fell into the wrong hands and has never reached the Throne.

Li Hung-chang is stated to be endeavouring to establish a Chinese Municipality in Peking, in order to run the City on foreign lines. It is to be an expensive accessory only and not a substitution for the old style, and therefore useless.

The *Je Jo* has been publishing some story to the effect that Russia is busy in Tibet, and has declared a sort of protectorate over the country, offering to constitute a republican form of Government there. A similar rumour has filtered out from home, but we cannot pretend to know whether the idea has any foundation.

General Gascolee accompanied by Col. O'Sullivan, Capt. Pell and other members of the Staff, arrived by special train from Peking at 2 p.m. on Sunday (14th July), and drove at once in a carriage drawn by four horses to the residence of Mr. Ed. Consols.

He was met at the station by Gen. Lorne Campbell and Staff, a guard of honour being furnished by the Hongkong Regiment, with the band, and a strong contingent of Japanese troops and the men of the Hongkong Regiment under Major Little, and shook hands with his fellow officers before entering his carriage, a detachment of Bengal Lancers escorting the General to Ewo. General Gascolee was at home to all officers of the force on Tuesday, and was busily engaged throughout the day in farewell audiences, and consultations with Generals Campbell and Creagh. General Reid arrived from Shanghai by special train on Tuesday at noon, and put up at the Astor House, and the four Generals had a meeting during the day. General Gascolee, attended by Capt. Pell, A.D.C., and accompanied by General Creagh with Capt. Norman, left for Shanghai at 4 o'clock on Wednesday morning, their departure at such an early hour being necessarily of a private nature. They embarked at Shanghai in H.M.S. *Orlando* for Weihaiwei, where General Gascolee hands over the command of the British forces in North China to General Creagh on Sunday (20th July), and then proceeds home via Japan and Canada. General Creagh accompanied by Mrs. Creagh will then return to Tientsin and Gen. Lorne Campbell leaves early next month. General Reid, who is also going home via Japan and America, left here on Wednesday evening.

DEATH OF MR. ARNOT REID.

It is with much regret that we learn from the Straits papers of the death at his home in Scotland of Mr. Arnot Reid, late Editor of the *Straits Times*. The news was contained in a telegram from Glasgow which arrived at Singapore on the morning of the 23rd ult. Both Mr. and Mrs. Reid were known in Hongkong, and Mr. Reid has on various occasions contributed to these columns. The *Straits Times* has the following obituary notice:—

Mr. Reid first arrived in Singapore in October, 1888, when he took charge of the editorial department of this paper. He left Singapore for home, via South Africa, exactly a year ago. On reaching England, he fell ill, and although but little of a personal acquaintance, he has been heard of him since then. It is presumed that the first attack of illness remained with him till the date of his death.

Mr. Reid worked hard and with ability in Singapore, and apart from being a man of wonderful ability as a journalist, he was possessed of great business acumen. He was a brilliant and capable writer, as the columns of the *Straits Times* during his period of management show.

Mr. Reid went home four times, first for the benefit of his health, secondly for his marriage, thirdly in a spirit of adventure, when he went across Siberia to Europe—a trip which resulted in his authorship of a narrative of travel: *From Peking to Petersburg*; and fourthly, via South Africa in July last year. Mr. Reid promoted several good works in Singapore—notably the Indian Famine and South African War Relief Funds; and just before his departure he was the prime mover in the formation of the Singapore Volunteer Rifle Corps.

Mr. Reid was born in Glasgow, and was educated chiefly at the High School of his native city. His father was a chartered accountant, and the deceased gentleman's earlier years were passed amid the bustle of commerce. He subsequently became the proprietor of, and the chief writer in a local illustrated journal called *Quis*. After filling for some time the editorial chair of the *Glasgow Evening News*, when the *Edinburgh Courier* and the *Glasgow News* were incorporated with the *Scottish News*, Mr. Reid accepted the assistant editorship of the last named journal. In November of 1885, Mr. Reid contested Camachie, the most radical division of Glasgow, in the Conservative interest. He visited America, and in New York, Boston, and Montreal, made himself acquainted with the details of journalism as conducted in that part of the world. Among his contributions to the *Morning Post*, *Morning Chronicle*, and *Nineteenth Century*, may be selected, as *proprios* of the subject, his articles in the last named paper entitled, "How a Provincial Paper is Managed," "Twenty-four Hours in a Newspaper Office," and "The English and American Press."

Mr. Reid, as has been stated, became editor and manager of the *Straits Times* in 1888, in succession to Mr. Adams, who had died a few months previously of fever, caught while extinguishing a fire which had broken out in the old office of the paper, in Change Alley. He continued in charge until the paper changed hands in June, 1900.

Mr. Reid, as has been stated, became editor and manager of the *Straits Times* in 1888, in succession to Mr. Adams, who had died a few months previously of fever, caught while extinguishing a fire which had broken out in the old office of the paper, in Change Alley. He continued in charge until the paper changed hands in June, 1900.

EVERYBODY
WHO
KNOWS
ANYTHING
SAYS
THAT

CLUB

WHISKY

IS
THE
BEST.

\$12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901. [616]

PIANO TUNING.

IF you VALUE your PIANO at all, you should have it TUNED REGULARLY by CONTRACT, and by EXPERIENCED and TRAINED MEN ONLY, who are employed by us.

THE ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901. [1232]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO
Hongkong 3rd October, 1900. [75]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. PARLANE, Manager. Hongkong, 17th February, 1899. [65]

QUAN WAH & CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1798]

VIOLIN LESSONS.

LESSONS IN VIOLIN to Elementary and Advanced Pupils by an European Gentleman.
Terms, &c., apply by letter to—
TEACHEE,
Care of Daily Press Office,
Hongkong, 8th July, 1901. [1715]

SIENTING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 23rd September, 1891. [832]

DAVID CORSAIR & SON'S MERCHANT NAVY LONG FLAX RELIANCE CROWN TAPPAULING.

REINHOLD, KARBURG & CO.
Sole Agents.
[3107]

NOTICE.

MR. C. E. WARREN begs to inform his numerous Customers that he will remove his Office to more commodious Premises at WYNDHAM STREET (opposite to the Club Gymnasium) on the 1st August next.
Hongkong, 23rd July, 1901. [1829]

FOR SALE.

THE GERMAN STEAMER
"MUENCHEN"
4,536 Tons Gross, 2,565 Tons Nett,
as she now lies in the Commercial Dock at Kowloon, Hongkong, in damaged condition, with all her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY and APPURTENANCES now on Board.
For Particulars and Inspecting Order, Apply to—
MELOHRS & CO.,
Agents,
NORDDEUTSCHE LLOYD,
Hongkong, 29th June, 1901. [1829]

FOR SALE.

RUINART PERE & FILS, REIMS
Established 1719
CHAMPAGNE GROWERS AND SHIPPERS
Ship only the Finest Quality Extra Dry (Green Seal) LAURE, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1271]

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER
From Hongkong to Wuchow, showing the Ports and Calling Places. Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25

TO LET.

TO LET SHORTLY.

SHOPS, OFFICES and FLATS, DRS
Vaux Road Central (Opposite Lane,
Crawford & Co's).

Apply to—
**HUMPHREYS ESTATE AND
FINANCE CO. LIMITED.**
Hongkong, 12th July, 1901. [1134]

TO LET (IMMEDIATE POSSESSION).

3 LARGE UNFURNISHED ROOMS
with Separate Bath, use of COOKHOUSE,
&c., \$40.
Apply—

R. ROE.
Care of Daily Press Office.
Hongkong, 22nd July, 1901. [1342]

TO LET FURNISHED

For 2 or 3 months from 1st August.

27, BELLIOS TERRACE. Top Ter-
race, fine view of Harbour, back
entrance from Conduit Road.
Apply to—

C. E. WARREN.
No. 31, Wyndham Street.
Hongkong, 20th July, 1901. [1896]

AT THE PEAK.

TO LET, FURNISHED or UN-
FURNISHED, or FOR SALE.

3, MOUNTAIN VIEW.
Apply—
ALFRED J. MAY.
Queen's College.
Hongkong, 30th July, 1901. [1913]

TO LET.

NO. 84, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO.
No. 239, Des Vaux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

**TWO FURNISHED ROOMS, QUEEN'S
ROAD CENTRAL, No. 72.**
APPLY ON THE PREMISES.
Hongkong, 29th July, 1901. [1887]

FURNISHED ROOM TO LET. Pri-
vately with or without Board, in a
pretty house in Kowloon.
Reply—

M. N.
Care of Daily Press Office.
Hongkong, 29th July, 1901. [1898]

TO LET.

**NO. 1, STEWART TERRACE, the
PARK.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO. LD.**
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO. LD.**
Hongkong, 5th July, 1901. [1692]

BEDROOM with BOARD. Moderate
terms.
Apply—
G. L.
Care of Daily Press Office.
Hongkong, 29th July, 1901. [1875]

TO LET.

NO. 12, BELLIOS TERRACE.
OFFICES and SHOPS in DRAGONFIELD
ARCADE.
SMALL GODOWN in DUDDELL STREET.
For Particulars, apply to—
TURNER & CO.
Hongkong, 28th July, 1901. [1876]

TO LET.

A HOUSE in RIFON TERRACE.
BLUE BUILDINGS, No. 3, 2ND FLOOR.
"THE RETREAT," MOUNT KELLET.
Apply to—
**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO. LD.**
Hongkong, 19th July, 1901. [166]

TO LET.

THE GODOWN in WEST POINT
(Kennedy Town) known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co. LD.
For particulars apply to—
LAUR. WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

IMMEDIATE POSSESSION.
**1 LARGE and WELL VENTILATED
ROOM with BATHROOM, at No. 37,
CAINE ROAD.**
Apply to—
B. J. REMEDIOS.
Hongkong, 23rd July, 1901. [1867]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [868]

BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED
ROOMS with Board.**
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1902.

FOR SALE.

A COUNTER 24 feet by 4 feet 6 inches
with Teakwood Two-Shelf Stand on
Top and Shelving below.
Apply to—
W. BREWER & CO.
Queen's Road.
Hongkong, 18th July, 1901. [1770]

NOTICE OF FIRM

NOTICE.

**THE Business of MESSRS. TURNER &
CO. in Hongkong has been transferred
to the Undersigned, who will continue to carry
it on under the same Name, Style and Title of
TURNER & CO.**
R. CHATTERTON WILCOX.

**REFERRING to the above, Mr. HAROLD
CHATTERTON WILCOX has been
admitted a PARTNER in our Firm from this
date.**
TURNER & CO.
Hongkong, 25th July, 1901. [1874]

BANK HOLIDAY.

**IN accordance with Ordinance No. 6 of 1875,
the undermentioned Banks will be
CLOSED for the transaction of Public
Business on MONDAY, the 5th August.**
For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

T. H. WHITEHEAD.
Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING
CORPORATION.
T. JACKSON.
Chief Manager.
For the NATIONAL BANK OF CHINA,
LIMITED.

GEO. W. F. PLAYFAIR.
Chief Manager.
For the MERCHANT BANK OF INDIA,
LIMITED.
JOHN THURBURN.
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency.
L. BERINDOAGUE.
Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED.
J. W. R. TAYLOR.
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.
TARO HODSUMI.
Manager.
For the IMPERIAL BANK OF CHINA.
E. W. RUTTER.
Manager.

For the DEUTSCH-ASIATISCHE BANK.
E. F. GROS.
Acting Manager.
Hongkong, 31st July, 1901. [1924]

INSURANCE HOLIDAY.

**THE Undermentioned Insurance Offices
will be CLOSED for the transaction of
Public Business on MONDAY, the 5th
August.**

JARDINE, MATHESON & CO.
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
and
General Managers,
HONGKONG FIRE INSURANCE CO. LD.
For the UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

W. J. SAUNDERS.
Secretary.
For the NORTH CHINA INSURANCE CO.,
LIMITED.
W. H. PERCIVAL.
Agent.

For the CHINA TRADERS' INSURANCE
CO. LIMITED.
W. H. RAY.
Secretary.
For the YANGTZE INSURANCE ASSOCI-
ATION, LIMITED.
SHEWAN, TOMES & CO.
Agents.

For the CHINA FIRE INSURANCE CO. LD.
GEO. L. FOMLIN.
Secretary.
Hongkong, 30th July, 1901. [1912]

NOTICE OF REMOVAL.

W. M. DANBY, M. INST. C.E.
TO
6, ICE HOUSE ROAD.
Hongkong, 29th July, 1901. [1895]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A I Code.
Lieber's Standard Code.
TELEPHONE 232.
Hongkong, 21st June, 1901. [1554]

B. J. REMEDIOS.
**FOREIGN AND COLONIAL STAMP
DEALER.**
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ence.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1893]

"MINERAL LABORATORY."
ROOMS-CHEK KOK STRAAT,
SOERABAYA, JAVA.

MESSRS. J. M. KAUFMANN & CO.
Consulting and Mining Engineers: Metallur-
gists and Assayers; Experts in Mines,
Minerals and Metals.

Messrs. J. M. KAUFMANN & CO. are pre-
pared to Manage, Survey, Value, Test and
report on all classes of Mining Properties.
Messrs. J. M. KAUFMANN & CO. treat on
their Premises all classes of Minerals or Metals
by the undermentioned processes, viz—

By Crushing, Amalgamating, Smelting, Fire
Assaying, Cyanidation, Chlorination or Chemi-
cal Analysis either qualitative or quantitative
in quantities up to 1/10th ton weight.
Terms Reasonable.
Orders Receive Prompt Attention. Correct
Returns.

J. M. KAUFMANN & CO.
SOERABAYA, JAVA.
Hongkong, 30th May, 1901. [1874]

C. E. WARREN.
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
and **FIXED—DRAINS, TRAPS,
WASTE PIPES, &c., CLEANED and
REPAIRED.** Sanitary Board Notice receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application. [18]

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOOTY.

THE GROWTH OF GOLF.

The Hon. A. E. Gathorne-Hardy is evidently
a "golfermanic," judged by his own confessions
in the *Edinburgh* for June, as he has written a
delightful article on "Golf in Thule," but the
hon. gentleman admits that he cannot under-
stand why golf should excite greater animosity
against its votaries than almost any other sport
or pastime. As he points out there is nothing
wildly prodigious or offensive in this recreation;
there is naught to disturb the fads of politicians,
the grotesques of humanitarians and the principles
of Paritians. The fox-hunters are reminded that
crops are not destroyed and fences broken down,
and, in short, no blood is shed and no bones are
broken. Mr. Hardy sums up his special plead-
ing for golf thus:—"Surely the outsiders should
reflect that there must be something superlati-
vely excellent in a game which first commanded
itself to the pawkly intellect of Scotland, and
after spasmodically spreading a few parasitic
growth in various remote corners of England,
at length took permanent root, and in less than
a decade invaded and overrun two hemispheres,
planting its victorious red and white flags in
every latitude from the Equator to the Pole."
Now, I, for one am not a "golfermanic," but I
should like to add that the royal and ancient
game is gaining adherents all over the globe,
and that the last issue of the *Golfing
Annual* shows that there are 2,601 organised
clubs in every part of the world, and that each
year two or three hundred more spring into
existence. The game is no longer purely
Scottish, for the English and the Americans are
infected with the glory of the pastime. It is a
very great recommendation that links can
almost be laid out in any country and the
recreation pursued at any season of the year
and at most periods of life. The popularity of
golf is conceded, and yet withal there is a
certain animosity against the game in many
quarters in England! Why does this feeling exist?

THE ANIMOSITY AGAINST THE GAME.
Perhaps in some measure I can answer Mr.
Hardy's query. In the *Times* this spring there
was a letter from "An Old Blue" who declared
that "cricket is a jealous mistress, who never
permits the attention of those who woo her to
wander." It is, unfortunately, too true that
many play both golf and cricket, and as man is
a free agent one has no right to object, although
the drive of golf is to my mind inimical to the
science of batting. But cricket is a jealous
mistress, and many of us are sorry to see young
men taking to golf in preference to the national
summer pastime. I once heard an Irishman say
that he hated lawn-tennis and his sole reason
was that the vague of racket and snow-white
ball had ruined cricket in Erin by attracting all
the best men to the courts instead of to the
wickets. Now I think all ardent cricketers are
intensely jealous of golf for the same reason,
namely, that it has attracted many young men
who ought to be playing with bat and the hard
red leather ball. Another reason for the
animosity against golf is the enthusiasm of its
devotees, who are the victims of a terrible fever,
and can see no good in any other outdoor game.
When a leading statesman like Mr. A. J.
Balfour declares that on any platform and on
any occasion he is prepared to uphold the
rights and claims of golf against cricket, and
that on almost all counts, and under almost all
bads golf has the advantage for those who
actively participate in games—surely there is
reason for jealousy among cricketers. Did not
Mr. Balfour say that "golf is of all games the
game for all?" Can we as cricketers submit
to a contention of this sort? Never, is my
reply. Mr. Balfour's knowledge of golf is
practical, but his acquaintance with cricket is
merely of the nodding character, and is vastly
theoretical. He spoke purely of spectacular
cricket, of county championship games, which
require much leisure. What does Mr. Balfour
know of the hour's practice at the nets each
evening, and of the half-day or Saturday
devoted to cricket by thousands of busy men.
Why, a man can get to his club ground and
have a quarter of an hour's hard batting against
three bowlers before he can reach his links.
Mr. Balfour may extol golf as much as he likes,
and to may other worshippers of the brassie
and the putter, but if they wish to live in
harmony with other sportsmen, let them
moderate the transports of their joy, and cease
to deride cricket as five minutes' excitement
and five hours' laziness, to describe lawn-
tennis as pathetic, and to degrade football
to the level of prize-fighting. Moreover, golf
excites a certain amount of animosity
amongst strong men, because there is no forced
combat between man and man, no whip of
danger in knocking a ball from one hole to
another in order to make one forget the mono-
tony of walking. Man is after all a game
animal, and I think Mr. Seton Merriman, the
novelist, has struck the keynote of virility when
he remarks: "There is for some men a certain
satisfaction in antagonism, and a stern regard
for a strong foe, which reached its culmination
perhaps in that Saxon knight who desired to be
buried in the same chapel as his life-long foe
—between him, indeed, and the door—so that
at the resurrection day they should not miss
each other." Now in cricket, in football, in
foot-racing, in rowing and many other sports,
this fierce joy can be experienced—but not to
the same degree in golf. No doubt match-play
can provide a medium of excitement but
fancy comparing medal-play and competitions
against bogie with batting against a fast bow-
ler on any kind of wicket. I have tried golf,
and my impression is that of the Hon. and
Rev. Canon Lyttelton who said, "At golf my
only pride is in making the game my servant,
not my master. I think it is a grand pastime
for middle-aged men, but strictly speaking not
great as a game." These words embody my

views exactly, and they may be commended to
the careful consideration of Mr. Balfour and
Mr. Hardy.

A LITTLE HERO.

Mr. Charles McGahay, the Essex giant, has
lost his position at the top of the batting
average, his place having been taken by Willie
Quaife, of Warwickshire, a batsman who is
generally regarded as a stonewaller and nothing
more. But this is a great mistake, for Quaife
is a cricketer in every sense of the word. As a
batsman he can play any game—either fast or
slow. If pure defence is wanted no safer man
can be found, and if runs are urgently required
he can hit them—well not as soon as Jessop—
but quite as fast as nine batsmen out of ten.
I call him a little hero because he stands no
more than 5ft. 4in., and I should think his
weight does not exceed 12lbs. He is, as
swartly as an Indian, his hair being quite
black, and his skin perfectly fallow. As
nice a little chap as ever handled a bat, I
look upon Willie Quaife as a perfect little
gentleman. A master of every stroke on the
green he is a most consistent scorer, and this
season has hit up 3 and 101 (not out) against
London County, 56 and 23 against Lancashire
in the first match at Old Trafford, 43 against
Essex, 23 and 6 against Worcestershire, 5
against the South Africans, 117 against Lanca-
shire at Birmingham, 1 against Essex, 118 (not
out) against Yorkshire, 108 for London County
against Cambridge University, and 117 against
Derbyshire. It always being understood that
where not otherwise mentioned Quaife was
playing for Warwickshire. Although he had
not obtained his 1,000 runs by the evening of
Saturday, 22nd June, his total was 867, and his
average the stupendous one of 78.81. In the
summer of 1898 he played six consecutive not
out innings of 60, 117, 157, 24, 52 and 61—in
fact it seemed impossible to get him out. But,
of course, at that time he was open to the taunt
of playing for his average, but this year he has
shown that he can play as generously for his
side as anyone need desire. He is very strong
on the off, and can both drive and cut in splen-
did fashion. In fact he can get runs all round
the wicket, but perhaps nowhere so well as by
the late out behind point, although he has a very
artful way of scoring on the leg side. Many
a ball on the middle stump, with the slightest
incline to the leg stump, finds its way to the
boundary in marvellous fashion. Moreover,
the little man is a grand cover-point. Last
December we were all surprised when he was
among the list of bowlers impugned by the
captains as possessing a doubtful delivery. No
one had ever dreamed of Quaife being a
"chucker," and the pronouncement caused
much amusement. But this season the little
Warwickshire wonder has come out as a very
artful leg-break bowler. He bowls these
deliveries with considerable brain power, for he
has a short leg, a mid-on, a deep square leg,
and a deep long-leg behind the wicket. It is
exceedingly difficult to play him for runs
without hitting him up in the hands of the
fielders, and I look upon the midget as a brainy
bowler. Brins tall at cricket as in any other
walk of life. Willie Quaife, who is a native of
Newhaven in Sussex, migrated to Warwickshire
with his brother Walter, but he has proved a
far greater cricketer than the latter. It must
not be forgotten that Willie Quaife played for
England against Australia in 1899, and no
better man could be taken to Australia by Mr.
MacLaren than the subject of this sketch who,
I consider, is the most wonderful cricketer the
world ever saw for his inches.

THE PENALTY KICK.

I was very pleased to see that the Inter-
national Board which regulates the rules of
Association football throughout the British
Isles has refused to alter the law with reference
to the penalty kick. Scotland was very anxious
that the rule should be modified so that if there
was an infringement within the twelve yards
line, say near the corner flag, the extreme
penalty of a free kick at goal with only the
custodian to face should not be enforced. But
the International Board has refused to listen to
the voice of Scotland, and, I think, wisely. Away
on the extreme right and left within the twelve
yards line, many a grand centre and many a fine
piece of the forward manoeuvring takes place.
Now if the defenders are to be allowed to do
what they like in these corners without the
utmost penalty being exacted, I say that an
encouragement to rough and dirty work is
allowed. But the Board would have none of
this, and the law has been made severer, for if a
back intentionally jumps at or kicks an opponent
within the twelve yards line, his side will have
the same penalty to pay as if he tripped his man
up. This is as it should be.

THE SCOTTISH ATHLETIC CHAMPIONSHIPS.
The Scottish Amateur Championships were
decided on Saturday at the Powderhall
enclosure, Edinburgh. The 100 yards was
won by J. McLean, of the Blackheath Harriers,
in 10 2-5 secs, while the same athlete took the
220 yards in 23 secs. McLean, who is a
Dumfries lad, ran with great pluck, and
persevered to the last stride in the 100
yards race, in which there was a fiasco at
the start, but in the end he triumphed easily,
and confirmed the form by his running in the
220 yards. It was the best performance since
Downer won in 1897, and McLean is capable
of great improvement. The 440 yards fell to
W. H. Welsh, a cousin of Hugh Welsh, who
covered the distance in 5 1/2 secs, so that I do
not think Welsh is as fast as he used to be.
This is probably due to Rugby football. But
there were no wonderful performances, for it
is not every day that they discover runners in
Scotland of the calibre of Downer and Hugh
Welsh.

London, 29th June.

DANG CHEE, SON & CO.
IMPORT AND EXPORT MERCHANTS,
4, D'AGUILAR STREET.

Branch—N.S.W., AUSTRALIA.
Hongkong, 2nd July, 1901. [1646]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE
Also **FOUCHOW LACQUERED WARE.**
FURNITURE on HIRE.
88, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1901. [1146]

OREGON LUMBER.

**THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.**
SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

AMERICAN SYSTEM

DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [1508]

YEE SANG & CO.
COAL MERCHANTS,
have always on hand
**LARGE STOCKS OF EVERY DESCRIPTION
OF COAL.**
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VEAUX ROAD. [882]

JAPAN COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, LOR HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chetoo, Tientsin, Nanking, Port Arthur, Seoul, Chemulgo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shin-osaki, Moji, Wakamatsu, Karatsu,
Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE-PROPRIETORS of the Famous Miike, Tagawa, and Yamano Coal Mines; and
SOLE AGENTS for Fukuro, Hokoku, Ishi-mura, Kanada, Kishima, Manoura, Onoura,
Otsuji, Tohmyama, Tsukakuro, Yoshinotani, Yoshio, Yunkihara, and other Coal Mines.
[1891]

ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The **DIRECTORY** covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.

Not only is the **Directory** as full and complete in each case as it can be made, but each Colony
Port, or Settlement is prefaced by a **DESCRIPTION**, carefully revised each year, most of which
will serve as accurate **GUIDES** for the **TOURIST** giving every detail in connection with
the places, their **History**, **Topography**, &c., &c.

The **Information** in these **Descriptions**, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the **TRADE** of each Country and
Port, would alone suffice to fill a large volume.

PUT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by **LAMBERT & BUTLER, LTD., LONDON, ENGLAND.** [2353-1]

TRY NAVY CUT
ATC
A GENTLEMAN'S SMOKE
Supplied in Three Grades.
Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.



VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *h*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 3rd inst. at Noon.
LONDON	DEUTALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th inst.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL DIRECT	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
PARIS, &c. VIA PORTS OF CALL	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES, LONDON & ANTWERP, Y. S. POBE, &c.	STUTTGART	Jap. str.	2 m.	P. Groch	MELCHERS & CO.	On 8th inst. at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	SADO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 9th inst. at Daylight.
MARSEILLES & LONDON	BRIDAN	Brit. str.	2 m.	E. G. Andrews	MESSAGERIES MARITIMES	On 10th inst. at 6 P.M.
MARSEILLES, LONDON & ANTWERP, Y. S. POBE, &c.	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	P. & O. S. N. Co.	On or about 10th inst.
HAYRE & HAMBURG	ACILIA	Ger. str.	2 m.	R. Doiron	HAMBURG-AMERIKA LINIE	On 23rd inst. at Daylight.
HAYRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Roerden	HAMBURG-AMERIKA LINIE	On 9th inst.
HAYRE & HAMBURG	SIBERIA	Ger. str.	2 m.	Forchius	HAMBURG-AMERIKA LINIE	On 27th inst.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ARABIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st September.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	2 m.	Williamson	DODWELL & CO. LIMITED	On 5th October.
NEW YORK VIA SUEZ CANAL	ARABIA	Amr. ship.	2 m.	Kendall	SHEWAN, TOMES & CO.	On 3rd inst.
NEW YORK	L. SCHEFF	Amr. ship.	2 m.		CARLOWITZ & CO.	On or about 5th inst.
NEW YORK VIA SUEZ CANAL	ARAGONIA	Ger. str.	2 m.	Forst	ARNHOLD, KARLSRUH, CO.	Quick despatch.
NEW YORK	MANUEL LLAGUNO	Amr. ship.	2 m.		HAMBURG-AMERIKA LINIE	On or about 25th Oct.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	SHEWAN TOMES & CO.	On 7th inst.
VANCOUVER VIA MOJI, &c. VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 14th inst. at Noon.
VICTORIA, B.C. & YACOLA VIA SHANGHAI, &c.	TACOMA	Brit. str.	2 m.	J. Allen	DODWELL & CO. LIMITED	On 6th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KANAKURA MARU	Jap. str.	2 m.	H. L. Allen	JARDINE, MATHESON & CO.	Quick despatch.
PORTLAND (OR.)	YANGTSE	Brit. str.	2 m.	H. L. Allen	SHEWAN, TOMES & CO.	On 7th inst. at 3 P.M.
SAN FRANCISCO VIA NAGASAKI, &c.	KHONGKONG MARU	Jap. str.	2 m.	H. L. Allen	TOYO KISEN KAISHA	On 3rd inst. at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	CHITTHUR	Brit. str.	2 m.	Dwyer	PACIFIC MAIL S. S. CO.	On 6th inst. at Noon.
SAN FRANCISCO	STRAITGYLE	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On or about 15th Sept.
SAN DIEGO, &c. VIA MOJI, &c.	QUINTUS	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 16th inst. at Noon.
AUSTRALIAN PORTS	FORMOSA	Brit. str.	2 m.	W. Townsend	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA VIA SHANGHAI & KOBE	SANUKI MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 10th inst. at Daylight.
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	G. M. Montford, R.N.R.	NIPPON YUSEN KAISHA	On 13th inst. at Noon.
MOJI, KOBE & YOKOHAMA	MASSILIA	Jap. str.	2 m.	K. Suaki	P. & O. S. N. Co.	On or about 2nd inst.
SHANGHAI	MAIDZURU MARU	Brit. str.	2 m.		MIYU BUSSAN KAISHA	On 7th inst.
ANTWERP VIA SWATOW & AMOY	WHAMPOA	Jap. str.	2 m.	S. Atsumi	BUTTERFIELD & SWIRE	On 14th inst. at Daylight.
FOOCHOW & SHANGHAI	ANPONG MARU	Jap. str.	2 m.	T. Ogata	MIYU BUSSAN KAISHA	On 4th inst. at Noon.
FOOCHOW VIA SWATOW & AMOY	DARWIN MARU	Jap. str.	2 m.	D. H. H. H.	DOUGLAS, LAUREN & CO.	To-day, at 3 P.M.
TAMSWI VIA SWATOW & AMOY	HAIRONG	Brit. str.	2 m.	D. H. H. H.	DOUGLAS, LAUREN & CO.	On 3rd inst. at Noon.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	2 m.	H. H. H.	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	YUENHANG	Brit. str.	2 m.	H. H. H.	BUTTERFIELD & SWIRE	On 3rd inst.
MANILA	SUNGKANG	Brit. str.	2 m.	H. H. H.	SANDER, WILKES & CO.	On 6th inst. P.M.
MANILA & TRIESTE, &c. VIA PORTS OF CALL	MELPOMENE	Aus. str.	2 m.	D. Costa	CARLOWITZ & CO.	On 13th inst. at Noon.
BOMBAY VIA SINGAPORE & PENANG.	BORMIDA	Ital. str.	2 m.			

SHIPPING.

ARRIVALS.
July 30, ONSANG, British str., 1757, Davis, Moji 24th July, Coal.—JARDINE, MATHESON & CO.
July 31, HAKOI, French str., 768, M. Vices, Hiphong 27th July and Hoikow 29th, General—A. E. MARTY.
July 31, HOLSTEIN, German str., 1320, H. Ipland, Singapore 24th July, Sugar, JESSEN & CO.
July 31, LOONGMOON, German str., 1246, R. Schmidt, Shanghai 28th July, General.—SIEMSEN & CO.
July 31, MARA, British str., 2769, G. Knott, Moji 25th July, Coals.—JEFFRIES & CO.
July 31, TAICHONG, German str., 828, Ahrens, Manilla 8th July and Singapore 24th, Sugar.—MEYER & CO.
July 31, TELEMACIUS, British steamer, 1379, Williamson, Saigon 27th July, Rice.—CHINESE.
July 31, THALES, British str., 983, A. J. Robson, Swatow 30th July, General.—DOUGLAS LAUREN & CO.
July 31, VICTORIA, Swedish str., 989, Hellberg, Sourabaya 21st July, Sugar.—CHINESE.
July 31, SULLBERG, German str., 782, Jensen, Canton 31st July, General.—SIEMSEN & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
31st July.
Dombay, British str., for Shanghai.
Chelydra, British str., for Shanghai.
Diamante, British str., for Manila.
Glenogle, British str., for Moji.
Wingsang, British str., for Canton.
Daphne, German str., for Nagasaki.
P. C. C. Kiao, German str., for Bangkok.
Maria, Austrian str., for Yokohama.
Anping Maru, Japanese str., for Swatow.
Houkang, French str., for Hoikow.
Sullberg, German str., for Cheloo.

DEPARTURES.

31st July.
KWANGLOO, British str., for Canton.
WONGSANG, British str., for Shanghai.
Glenogle, British str., for Saigon.
CLARA, German str., for Hoikow.
ARENDAZ, German str., for Hiphong.
BOMBAY, British str., for Shanghai.
CHELYDRA, British str., for Calcutta.
DIAMANTE, British str., for Manila.
GLENOGLE, British str., for Tacoma.
WINGSANG, British str., for Canton.
DAPHNE, German str., for Nagasaki.
P. C. C. Kiao, German str., for Bangkok.
MARIA, Austrian str., for Yokohama.
ANPING MARU, Japanese str., for Swatow.
HONGKONG, French str., for Hoikow.

VESSELS IN DOCK.

31st July.
ABERDEEN DOCKS.—Sunghang, Y. S. Lau, Sihan, Hongkong Maru, Likan, Zaire, Canton River.
CO-MOPOLITAN DOCK.—Colonies, Taiwan.

SHIPPING REPORTS.

The German steamer *Loongmoon*, from Shanghai 28th July, had calm and southerly winds.
The British steamer *Thales*, from Swatow 30th July, had light S.E. to S.W. breeze, sea and cloudy weather to Mendoza; thence fresh breeze and showery weather to port; smooth sea throughout. Vessels in Swatow—Canton, Shantung and Taile.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
L. SCHEFF, American ship, C. S. Kendall—Carlowitz & Co.
SEA WITCH, American ship, Howes—Master.

VESSELS ON THE BERTH.

FOR NEW YORK.
THE 38 A. T. American Ship
"MANUEL LLAGUNO"
will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 11th July, 1901.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.

THE Company's Steamship
"YUENHANG."
Captain Rolfo, will be despatched as above to FOOCHOW, the 2nd August, at 4 P.M.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 29th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, P. L. MOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL."
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 3rd August, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"HUDSON" About 3rd Aug.
"HEATHBURN" About 10th Aug.
"JUPITER"
"MOGUL"
"KURDISTAN"
"SAFSUMA"
"LENNOX"
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 24th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship
"DALIN MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 4th August, at Noon.
For Freight or Passage, apply to
THE NIPPON YUSEN KAISHA,
Agents.
Hongkong, 29th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships
"INDEAVELL," "INDRAPURA,"
and "KNIGHT COMPANION,"
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.
THE Steamship
"KNIGHT COMPANION"
will be despatched for Portland (Or.) on WEDNESDAY, the 7th August, at 3 P.M.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent.
SHEWAN, TOMES & CO.
Hongkong, 31st July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug. 1901
"TARTAR".....Comr. E. Beetham, R.N.R. WEDNESDAY, 14th Aug. 1901
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901
"ATHENIAN".....Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept. 1901
"EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL LIMITED TRAIN of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Trans-Continent is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Stowage for the "TARTAR" takes First Class and Stowage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
J. E. BROWN, General Agent,
Felder's Street.
Hongkong, 25th July, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo, at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ACILIA (HAVRE, BREMEN & HAMBURG) On 9th Aug. Freight.
Capt. v. Döhren (Calling at Singapore and Colombo)
ALEXANDRIA (HAVRE & HAMBURG) On 27th Aug. Freight.
Capt. Roerden (Calling at Singapore and Peking)
SIBILLA (HAVRE & HAMBURG) On 10th Sept. Freight and Passage.
Capt. Forchius (Calling at Singapore and Colombo)
ANDALUSIA (HAVRE & HAMBURG) On 21st Sept. Freight.
Capt. Ehlers (Calling at Singapore and Peking)
ARABIA (HAVRE & HAMBURG) On 5th Oct. Freight.
Capt. Forst (Calling at Singapore and Peking)
ARAGONIA (NEW YORK VIA SUEZ CANAL) Freight.
Capt. Forst (end of August or beginning September)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
SHANGHAI (MARSILIA About 2nd August } Freight or Passage.
G. M. Montford, R.N.R. }
LONDON, &c. (BENGAL Noon, 3rd August } See Special Advertisement.
A. L. Valentini }
MARSEILLES AND MALACCA About 10th August } Freight or Passage.
LO-DON H. G. Andrews }
YOKOHAMA VIA SHANGHAI AND KOBE About 23rd August } Freight or Passage.
(Passing through the Inland Sea) }
FORMOSA J. D. Andrews, R.N.R. }
For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 27th July, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU	VICTORIA, B.C. AND SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.	MONDAY, 5th Aug. at 4 P.M.
S. J. G. Parsons	MARSEILLES, LONDON, ANTWERP, COLOMBO & PORT SAID.	FRIDAY, 9th Aug. at DAYLIGHT.
SADO MARU	MOJI, KOBE AND YOKOHAMA.	TUESDAY, 13th Aug. at NOON.
M. Yagi	KOBE AND YOKOHAMA.	FRIDAY, 16th Aug. at DAYLIGHT.
SANUKI MARU	VICTORIA, B.C. AND SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.	MONDAY, 19th Aug. at 4 P.M.
H. Petersen	MARSEILLES, LONDON, ANTWERP, COLOMBO & PORT SAID.	FRIDAY, 23rd Aug. at DAYLIGHT.
KAWACHI MARU	MOJI, KOBE AND YOKOHAMA.	TUESDAY, 27th Aug. at NOON.
J. S. Thompson	KOBE AND YOKOHAMA.	FRIDAY, 30th Aug. at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Offices in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 20th July, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

NORTH PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2811	J. Alwen	August 6th
BRANEMAR	3601	W. Watt	August 27th
DUKE OF FIFE	3821	J. S. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train, day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Port and St. Michael. Rates of Passage to other Points on application. A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
STUTTGART	THURSDAY	20th August
KONIG ALBERT	THURSDAY	27th August
PRINZESS IRENE	THURSDAY	3rd September
PRINZ HEINRICH	THURSDAY	10th September
PREUSSEN	WEDNESDAY	17th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	24th September
SACHSEN	WEDNESDAY	1st October
KLAFTSCHU (Hamburg-Amerika Linie)	WEDNESDAY	8th October
BAVERN	WEDNESDAY	15th October
STUTTGART	WEDNESDAY	22nd October
KONIG ALBERT	WEDNESDAY	29th October
PRINZESS IRENE	WEDNESDAY	5th November
PRINZ HEINRICH	WEDNESDAY	12th November
PREUSSEN	WEDNESDAY	19th November
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	26th November
SACHSEN	WEDNESDAY	3rd December
STUTTGART	WEDNESDAY	10th December
KONIG ALBERT	WEDNESDAY	17th December
PRINZESS IRENE	WEDNESDAY	24th December
PRINZ HEINRICH	WEDNESDAY	31st December
PREUSSEN	WEDNESDAY	7th January 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	14th January 1902
SACHSEN	WEDNESDAY	21st January 1902
STUTTGART	WEDNESDAY	28th January 1902
KONIG ALBERT	WEDNESDAY	4th February 1902
PRINZESS IRENE	WEDNESDAY	11th February 1902
PRINZ HEINRICH	WEDNESDAY	18th February 1902
PREUSSEN	WEDNESDAY	25th February 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	4th March 1902

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.	
FROM	STEAMERS
GLASGOW and LIVERPOOL	"TANTALUS"
GLASGOW and LIVERPOOL	"DEUCALION"
GLASGOW and LIVERPOOL	"OBESITES"
GLASGOW and LIVERPOOL	"AJAX"
GLASGOW and LIVERPOOL	"TYDEUS"
GLASGOW and LIVERPOOL	"PYRRHUS"

HOMWARDS.	
FOR	STEAMERS
LONDON	"DEUCALION"
LONDON	"FELICUS"
LONDON	"STENTOR"
LIVERPOOL Direct	"PATROCLOS"

(Taking Cargo at London Rates) S.S. "TANTALUS" left Singapore on 27th instant, at 5 P.M., and is due in Hongkong on 1st August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 3rd August.
FOOCHOW & SHANGHAI	"WHAMPOA"	On 7th August.

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
HONGKONG MARU (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 3, 1901, at Daylight.
NYUON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 24, 1901, at Daylight.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 17, 1901, at Noon.

THE Twin-Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU on SATURDAY, the 3rd August, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Bonded Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE L. JONES,
Acting Agent.

Hongkong, 5th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Arima will be despatched for the above ports on WEDNESDAY, the 14th August, at Daylight.

For Freight or Passage, apply to—

THE MITSUI BUREAU KAISHA, Agents.

Hongkong, 31st July, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug. at Noon.
"DORIC"	THURSDAY, 15th Aug. at Noon.
"PERU"	SATURDAY, 31st Aug. at Noon.
"OPTIC"	TUESDAY, 10th Sept. at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept. at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct. at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Navy and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain Williamson, will be despatched for the above port on or about 15th August, and will be followed by the Steamship

"ATAKA"

on or about 15th September.

For Freight, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 22nd July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Sedzuki, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to

THE MITSUI BUREAU KAISHA, Agents.

Hongkong, 25th July, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 10th August, 1901, at 6 P.M. the Company's Steamship

"ERIDAN," Captain Ristorcelli, with Mail, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. "Siam" for MARSEILLES via BOMBAY.

The above steamer connects at COLOMBO with the s.s. "Vile de la Citadelle" which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, and Parcels until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Consular and Customs Papers are required.

For further particulars, apply at the Company's Office.

P. de CHAMPORIN, Acting Agent.

Hongkong, 31st July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE"

Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having established a regular service of steamers from Seattle (Port of Seattle) to Japan, China and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Philippines and Straits;

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the

CHINA MUTUAL STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1901.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FIORENTINO AND RUBATTONI UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALTAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA"

Captain D. Costa, will be despatched as above on TUESDAY, the 13th August, at Noon. At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1901.

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD., Agents.

Hongkong, 25th July, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st August will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd August.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th July, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where they will be examined at 11 A.M. on the 2nd August.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 9th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th July, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENVENUE"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th August will be subject to rent.

All claims against the Steamer must be presented to the Underinsured on or before the 31st August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st August.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th July, 1901.

NIPPON YUSEN KAISRA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 5th prox., will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns and Notice of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 29th July, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—

From London, &c., ex s.s. Persia.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

POST OFFICE NOTICES.

The *Massive*, with the English Mail of the 24th inst., left Singapore on Sunday, the 28th inst., at 6 a.m., and may be expected here on Monday, the 29th inst., at daylight, and may be expected here on or about Tuesday, the 30th inst.

The *Doric*, with the American Mail of the 24th inst., left Yokohama on Monday, the 29th inst., at daylight, and may be expected here on or about Tuesday, the 30th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hankow	Thursday, 1st, 4.00 A.M.
Canton and Shanghai	Hankow	Thursday, 1st, 4.15 P.M.
Macao	Hankow	Thursday, 1st, 2.00 P.M.
Swatow	Hankow	Thursday, 1st, 3.00 P.M.
Manila	Hankow	Thursday, 1st, 3.00 P.M.
Kobe and Yokohama	Hankow	Thursday, 1st, 3.00 P.M.
Bangkok	Hankow	Thursday, 1st, 3.00 P.M.
Canton	Hankow	Friday, 2nd, 3.00 P.M.
Manila	Hankow	Friday, 2nd, 3.00 P.M.
Yokohama	Hankow	Friday, 2nd, 3.00 P.M.
Yokohama	Hankow	Friday, 2nd, 3.00 P.M.

NAKASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO.

Swatow, Amoy and Foochow.

EUROPE, &c., India via Tutuila.

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Manila, Shanghai, Kobe, Yokohama, Victoria, B.C., and Seattle.

AMOI, SHANGHAI, NAKASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

SHANGHAI, NAKASAKI, KOBÉ, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

FOOCHOW AND SHANGHAI.

EUROPE, &c., India via Tutuila.

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

EUROPE, &c., India via Tutuila.

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Singapore, Penang and Bombay.

TO-DAY.

Lecture, Union Church Hall, Rev. J. J. Graham, 7.30 p.m.

Variety Performance, City Hall, 9 p.m.

Meeting of Zetland Lodge, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

31st July.

ON LONDON.

Telegraphic Transfer 1/11 1/2

Bank Bills, on demand 1/11 1/2

Bank Bills, at 30 days sight 1/11 1/2

Bank Bills, at 4 months sight 1/11 1/2

Credits, at 4 months sight 1/11 1/2

Documentary Bills, at 4 months sight 1/11 1/2

ON PARIS.

Bank Bills, on demand 2/43

Bank Bills, at 4 months sight 2/43

ON GERMANY.

On demand 1/97

ON NEW YORK.

Bank Bills, on demand 47

Bank Bills, at 30 days sight 47

ON HONGKONG.

Telegraphic Transfer 1/45

Bank, on demand 1/45

ON CALCUTTA.

Telegraphic Transfer 1/45

Bank, on demand 1/45

ON SHANGHAI.

Bank, at sight 731

Bank, at 30 days sight 74

ON YOKOHAMA.

On demand 6 p.m.

ON MANILA.

On demand 3 p.m.

ON SINGAPORE.

On demand 1/163

ON BATAVIA.

On demand 1/163

ON HATIPONG.

On demand 1/163

ON SAIGON.

On demand 1/163

ON BANGKOK.

On demand 60

SOVEREIGNS, Bank's Buying Rate 10/25

GOLD LEAF, 100 fine, per pair 8/25

BAP SILVER, per 100 30/12

OPIUM.

31st July.

Quotations are: Allow 100 net to 1 catty.

Malwa New 8850 to 8900

Malwa Old 8850 to 8900

P. P. New 8850 to 8900

P. P. Old 8850 to 8900

Persian extra fine 8942 to 8965

Persian Old 8942 to 8965

Bourges New 8927 to 8940

Bourges Old 8927 to 8940

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Arcturion* left Singapore for this port on the 28th ult., at 6 a.m., with the outward English mail, and is due here on the 2nd inst., at about 6 a.m.

THE INDIAN MAIL.

The Imperial German mail steamer *Prinzess Irene*, carrying the German mails with cargo from Berlin of the 28th inst., left Colombo on the 28th ult., at 6 a.m., and may be expected here on or about the 2nd inst.

THE AMERICAN MAIL.

The O. & C. steamer *Doric*, with mails, &c., from San Francisco to the 24th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 29th ult., at 5 a.m. via Island Sea, Kobe, Nagasaki and Shanghai.The T. & K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 17th ult.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* left Vancouver on the 30th ult., at 5 p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The O.S.S. steamer *Zanzibar* left Singapore on the 27th ult., at 5 p.m., and is due in Hongkong on the 1st inst.

JOINT STOCK SHARES.

Hongkong, 31st July.

COMPANY.

Hongkong & S'ha.

China & Japan, only.

Natl. Bank of China.

Bank of China.

Bank of Communications.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

Bank of China.

VISITORS AT HOTELS.

Hongkong, 31st July.

Mr. J. Kirkwood.

Mr. A. S. Knudsen.

Mr. & Mrs. E. H. Lamme.

Mr. W. S. Bailey.

Mr. F. G. A. Boring.

Mr. J. Black.

Mr. G. M. Leichman.

Major R. F. Littledale.

Mr. J. Brown.

Mr. W. H. Brown.

Major W. B. Brown.

Mr. & Mrs. Bruce.

Mr. & Mrs. Bruce.

Mr. D. H. Cameron.

Dr. F. Clarke.

Mr. G. E. Cole.

Mr. J. S. Collins.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

Mr. P. A. Cunningham.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS OFFICE.

The only office in China having European taught workmen. Equal to Home Work.

BUILDERS.

KANG ON.

Contractor, 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Granite.

Mechanics engaged; Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.

Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN.

A CHIEF & CO. Established 1859.

Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER.

MAISON LEVY HERMANOS.

Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS.

A FONG.

The largest and most complete Studio in Hongkong. Established 1859.

Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG.

Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Work, Amateurs' Requisites.

M. MUMFAY, JAPANESE ARTIST.

Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

PRINTING.

DAILY PRESS OFFICE.

Proofs read by Englishmen.

STOREKEEPERS.

F. BLACKHEAD & CO.

Navy Contractors, Ship Chandlers, Sailmakers, Provision and Coal Merchants, P. & O. Steamer, next Hongkong Hotel.

BISMARCK & CO.

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.

Ship Chandlers, Sailmakers, Hardware, Engineer Tools, Brakes and Iron Merchants, 14, Des Voeux Road.

MORE & REIMUND.

4, 45, Des Voeux Road. Ship Chandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blandford, Spence & Co.'s Composition.

TAILORS.